

# CHINA



# MAIL.

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HONGKONG, TUESDAY, NOVEMBER 6, 1877.

日二初月十年丑丁

PRICED \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GORDON, Ludgate Circus, E. C. BATES, HENRY & CO., Old Jewry, R. C. SAMPSON & CO., 150 & 152, Leadenhall Street.

NEW YORK.—ADAM WARD, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & CO., Singapore, C. HEINZELN & CO., Manila.

CHINA.—SINGAPORE, GUNTER & CAMPBELL, Amoy, WILSON, NICHOLS & CO., Fookien, HENRY & CO., Shanghai, LANE, CRAWFORD & CO., and KERRY & WALKER, Yokohama, LANE, CRAWFORD & CO.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS: Chairman—H. HOFFMAN, Esq.

Deputy Chairman—F. D. SAMPSON, Esq. H. R. HILLIARD, Esq. W. H. FORBES, Esq. H. W. KIRKBY, Esq. A. McIVER, Esq.

Chief Manager, HONGKONG.—THOMAS JACOBSON, Esq.

Shanghai.—EWEN CAMERON, Esq.

LONDON BANKERS.—London and Country Bank.

## HONGKONG.

### INTEREST ALLOWED.

ON Current Deposit Accounts at the rate of 1 per cent per annum on the daily balance. For Fixed Deposits: For 3 months, 2 per cent per annum. For 6 months, 2 1/2 per cent per annum. For 12 months, 3 per cent per annum.

### LOCAL BILLS DISCOUNTED.

Credit granted on approved Receipts, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China, and Japan. T. JACKSON, Chief Manager, Office of the Corporation, No. 1, Queen's Road East, Hongkong, August 16, 1877.

### CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £200,000. RESERVE FUND, £110,000.

## BANKERS.

### THE BANK OF ENGLAND.

### THE CITY BANK.

### THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business. Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## Intimations.

G. FALCONER & Co., WATCH AND CHRONOMETER MANUFACTURERS, AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.

46, Queen's Road Central, Hongkong, August 30, 1877.

HUNYADI JÁNOS WATER.

THE BEST NATURAL APERIENT.

BARON LIEBIG affirms that "its richness in APERIENT SALTS surpasses that of all known WATERS."

### Wholesale or Retail of

A. S. WATSON & Co., Hongkong Dispensary, Ltd.

## DENTAL NOTICE.

D. B. STOUT has returned, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, Horwath's Buildings, Office hours, 9 to 12 Noon, and 3 to 4 p.m. Hongkong, September 22, 1877.

## DENTAL NOTICE.

D. ROGERS begs to inform his Patients and the Public that he is about to visit AMOY and FOCHOW in September and October, leaving HONGKONG about the 15th of September. Hongkong, August 9, 1877.

## Intimations.

A. MILLAR & Co., PLUMBERS, AND GAS FITTERS.

Queen's Road East, HONGKONG.

September 15, 1877.

### IN THE GOODS OF PROSPER EDOUARD HENRI DERODE.

NOTICE is hereby given that all CREDITORS and other Persons having any CLAIMS or DEMANDS upon or against the Estate of PROSPER EDOUARD HENRI DERODE, late of Lille, France, who died at Cannes, France, on the 10th day of December, 1869, and Letters of Administration of whose personal estate were duly granted to ANDRÉ DAMMANN, of Canton in the Empire of China, Merchant, by the Supreme Court of Hongkong in its Probate Jurisdiction on the 26th day of October, 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said ANDRÉ DAMMANN at his address aforesaid, or to the Undersigned, WILLIAM HENRY BAKER, the Solicitor of the said ANDRÉ DAMMANN, at the Office of the said WILLIAM HENRY BAKER, 29, Queen's Road, Hongkong, on or before the 1st day of February, 1878.

And notice is hereby given that the said ANDRÉ DAMMANN will proceed to distribute the assets of the said PROSPER EDOUARD HENRI DERODE, amongst the parties entitled, having regard to the claims of which the said ANDRÉ DAMMANN has had notice; and that the said ANDRÉ DAMMANN will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said ANDRÉ DAMMANN has not had notice at the time of the distribution. Dated this 31st day of October, 1877. Wm. H. BAKER, Solicitor of the said ANDRÉ DAMMANN.

### IN THE GOODS OF JAMES SMITH FERRIES.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S.S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose personal estate were duly granted to JOHN FAIRBAIRN, of No. 27, Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 24th day of September 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said JOHN FAIRBAIRN at his address aforesaid, or to the Undersigned, WILLIAM HENRY BAKER, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BAKER, 29, Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed to any person of whose claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution. Dated this 2nd day of October, 1877. Wm. H. BAKER, Solicitor of the said JOHN FAIRBAIRN.

## DEVOS'S BRILLIANT OIL.

RELIABLE, ECONOMICAL, SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the IMITATORS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOS'S BRILLIANT" are stencilled on the cases, and the words "DEVOS MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOS MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

## Auctions.

PUBLIC AUCTION.

ON FRIDAY, the 9th November, 1877, at 2 o'clock p.m.

At the Godowns, No. 7, Queen's Road Central.

An Invoice of RUGS and CARPETS.

how on View.

THOS. G. CLOVER, Auctioneer.

Hongkong, November 8, 1877.

## Auctions.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

SATURDAY, the 10th November, 1877, at 2 o'clock p.m., at No. 7, Garden Road, the Residence of Major W. H. BURNES, H. M. Royal Engineers.

The whole of his HOUSEHOLD FURNITURE, &c., comprising: Chintz Covered Drawing-room Chairs, Couches, Ottomans, Card and Centre Tables, Marble-topped Tables, Fenders and Fire Irons, Rugs, Curtains, Sideboard, Wagonette, Dining Table and Chairs, Sofa, Wardrobes, Double Bedstead, Spring Mattress, &c., Cheval Glass, Toilet and other Tables, Washstands, Chest of Drawers, Shanghai Bath, Ice Chest, Meat Safe.

An Assortment of Wines & Spirits, &c. One Double Fly Indian Tent, 12 feet square.

Two Tentacles d'Abria. The well-known Racing Pony "PEGASUS," who ran at Hongkong Races in 1876; quiet to ride, and carries a Lady safely. Horse Rugs, Blankets, and Sundry Stable Gear.

Catalogues will be issued, and the Furniture will be on view on Friday, the 9th November.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7 1/2. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, November 5, 1877.

## PUBLIC AUCTION.

VALUABLE LAND AND HOUSEHOLD PROPERTY, &c.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, (unless previously disposed of by Private Sale), on

MONDAY, the 31st December, 1877, at Noon, at their Sale Room, Praya Central.

The following PIECES or PARCELS of GROUND, with the Buildings erected thereon:—

First.—All that Piece or Parcel of GROUND, situated in Victoria, Hongkong, and Registered in the Land Office as Farm Lot No. 41, abutting on the North side thereof on a Public Road, and Measuring thereon 135 feet, on the South side thereof on Section 4 of the aforesaid Island Lot No. 41 and Measuring thereon 75 feet and 55 feet, on the East side thereof on a Public Road, and Measuring thereon 88 feet, and on the West side thereof on a Close Registered in the Land Office as Inland Lot No. 201, and Measuring thereon 36 feet, which said Piece or Parcel of Ground contains in the whole about 8,000 square feet, of which the Annual Crown Rent is \$73.01, together with the Messuages or Tenements standing thereon, at present leased by D. RIVINGTON, Esq.

Second.—All that Piece or Parcel of GROUND, situated in the Poko-fu-lum District of Hongkong, and Registered in the Land Office as Farm Lot No. 26, abutting on the North side thereof on a Close Registered in the Land Office as Farm Lot Nos. 18 and 25, and Measuring thereon 1,200 feet, on the South side thereof on Government Ground, and Measuring thereon 800 feet, on the East side thereof on a Water Course, and Measuring thereon 1,400 feet, and on the West side thereof on the Sea at high Water Mark, and Measuring thereon 700 feet, which said Piece or Parcel of Ground contains in the whole 22 1/2 Acres, of which the Annual Crown Rent is \$38.40.

And, All that Piece or Parcel of GROUND, situated in the Poko-fu-lum District of Hongkong, and Registered in the Land Office as Farm Lot No. 80, abutting on the South side thereof on a Close Registered in the Land Office as Farm Lot No. 29, on the East side thereof on the road to Aberdeen, and on the North and West sides thereof on a Water Course, which said Piece or Parcel of Ground contains in the whole 8 1/2 Acres, of which the Annual Crown Rent is \$12 together with a quantity of Building Materials at present contained in and about the houses described as "Belmont" upon the aforesaid Lot.

TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Deeds of Transfer, the expenses of which to be paid by the purchaser.

The Property to be at purchaser's risk on the fall of the hammer.

For further Particulars, apply to LANE, CRAWFORD & Co.

Hongkong, October 31, 1877.

## For Sale.

LAMBERT, ATKINSON & CO. HAVE FOR SALE, EX STEAMSHIPS

"YORKSHIRE," "MADAGASCAR," "CITY OF TOKYO," &c.

1877.

NEW SEASONS' (MAY) BUTTER.

The First Shipment of Busch & Co.'s Celebrated Cows Brand DANISH BUTTER.

In Tins of 1 lb. each, 60 Cents per lb. In Tins of 2 lb. each, 55 Cents per lb. In Tins of 4 lb. each, 50 Cents per lb.

Fresh supplies of OCEAN & BLACKWELL'S OILMANS' STORES, and American Family MESS. STORES.—As per their JULY PRICE LIST.

(All Stores sold by L. A. & Co. are of the Very Best Quality.)

Chappell & Co.'s New and Popular MUSIC AND SONGS.

Very Superior California BLANKETS, 12 1/4 and 14 1/4.

California KNEE BOOTS.

Dawson's Best London-made GENTLEMAN'S BOOTS.

HORSE BLANKETS, Central and BIRD'S GARTERIDGE GUNS.

WATER PERCUSSION CAPS, BILLIARD TABLE CLOTHS, ROCKETTS and BLUE LIGHTS.

HOT & RUSSIAN ROPE, and TARED LINES.

FISHING LINES and WHITE LINES, of all descriptions.

INDIA RUBBER SHEETS, and Insertion of all Sizes.

INDIA RUBBER and CANVAS DE LIVERY and SECTION ROPE.

Cabin Suspension LAMPS, Cabin CANDLESTICKS, FENDERS and FIRE IRONS.

JAPANESE TOILET SETS, CARRIAGE LAMPS, and CARRIAGE CANDLESTICKS.

GOMMEL'S HAIR BRUSHES, TOOTH BRUSHES, and NAIL BRUSHES.

A Fine Assortment of Dr. LA ROCHE'S STATIONERY, BOOKS, NOVELS, WORKS OF REFERENCE, SCHOOL BOOKS, &c.

Hongkong, September 15, 1877.

## RABBITS, RABBITS, RABBITS.

CONSIGNMENT OF FRESH FRESH SERVED RABBITS, 1 and 2 lb. Tins, from the Northern Rabbit Meat Company, Limited, Kapunda, South Australia.

MADEWEN, FRICKEL & Co. Hongkong, November 1, 1877.

## FOR SALE.

LARGE TAKASIMA COAL, 12 GODOWNS, at \$8.25 per ton.

Apply to THOS. G. CLOVER, No. 7, Queen's Road Central, and East Point.

Hongkong, October 24, 1877.

## FOR SALE.

SHAMKIN CANTON.

THE Desirable Property known as Lot No. 46, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWN.

For particulars, apply to G. M. SMITH, Canton.

October 15, 1877.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal Street, 202.—By ERNEST JOHN EYRE, Ph.D. Tübingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KERRY & WALKER, Shanghai.

Hongkong, February 8, 1877.

## Notices of Firms.

NOTICE.

THE Business of SHARE and GENERAL BROKER, hitherto conducted in my name, will now be carried on under the style of COHEN & HEATON, Mr. ALEXANDER MACGLASHAN HEATON having this day become a Partner therein.

CHAS. C. COHEN, Hongkong, November 1, 1877.

## NOTICE.

I HAVE this day established myself at this Port as a GENERAL COMMISSION AGENT.

J. V. VERNON SHAW, Hongkong, November 1, 1877.

## NOTICE.

FROM this date Mr. EDWARD SHAWARD and Mr. M. W. GAZDAR, are authorized to sign the terms of our Firm for the Port of Amoy, and Mr. J. J. SHAWARD at Amoy.

RUSSELL & Co. China, June 1, 1877.

## Notices of Firms.

NOTICE.

I HAVE this day admitted Mr. WILLIAM LEGGE as a Partner in my Business, which will henceforth be conducted under the style of HUGHES & LEGGE.

W. KERRFOOT HUGHES, Hongkong, November 1, 1877.

## NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a Partner in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co. Hongkong, September 22, 1877.

## NOTICE.

MR. JAMES ATTON MANN is authorized to sign our Firm for Procurement.

GRIPP & Co. Canton, November 1, 1877.

## Entertainment.

INDIAN FAMINE RELIEF FUND.

AN AMATEUR CONCERT, in Aid of the above Fund, will be given in St. ANDREW'S HALL, (CITY HALL),

THURSDAY, 8th November, 1877.

## PROGRAMME.

PART I.

1. Overture, for two Pianos, "Athalie" (Mendelssohn), Mrs. Hall, Dr. Clouty, Mr. Kennell and Mr. Sangster.

2. Chorus, "Irish Melody" (Arranged by O. Jos. Brambach), Members of the German Liedertafel.

3. Solo, "Preghiera alla Madonna" (A. Tassari), Mrs. Robinson. (With Orchestral accompaniment: Violin, Violoncello, Harmonium and Piano).

4. Solo, (Violoncello), "Variations" (Mendelssohn), Mr. W. Von Bohners.

5. Pianoforte Solo, "Waldscenen" (R. Schumann), Mr. Kennell.

6. Chorus, "Der Jäger Abschied" (Mendelssohn), Members of the German Liedertafel.

## PART II.

7. Overture, for two Pianos, "Son and Stranger" (Mendelssohn), Mrs. Hall, Dr. Clouty, Mr. Kennell and Mr. Sangster.

8. Solo, "Cavatina from L'Ancien di Lieder" (E. Petrella), Mrs. Robinson.

9. Concerto in A Minor, Opus 54, (R. Schumann), Mr. Kennell and Dr. Clouty.

10. Quartette (Vocal), Members of the German Liedertafel.

11. Solo, (Baritone), Wanderlied (Schumann), Mr. Hirt.

12. Chorus, "In der Heimath" (Carl Wilhelm), Members of the German Liedertafel.

Tickets \$2 each, to be had at Messrs LANE, CRAWFORD & Co., (where a Plan of the Hall may be seen) on and after TUESDAY, the 30th October.

Doors Open at 8.30 p.m., to Commence at 9 p.m.

Hongkong, November 3, 1877.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOCHOW. The Steamship "NAMOA."

Capt. J. E. PUGHARD, will be despatched for the above Ports on WEDNESDAY, the 7th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, November 2, 1877.

FOR AMOY, TAMSUI & TAIWANFOO. The Steamship "TAIWAN."

Captain M. YOUNG, will be despatched for the above Ports on WEDNESDAY, the 7th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, November 3, 1877.

FOR SINGAPORE, BRISBANE, SYDNEY & MELBOURNE. (Calling at the usual Coast Ports to land Mails and Passengers.)

The Eastern and Australian Mail Steam Co.'s Ship, "BOWEN."

will be despatched as above on or about the 9th November next.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Hongkong, October 28, 1877.

## Sailing Vessels.

FOR MELBOURNE & SYDNEY. The Portuguese Ship "ALVA."

Captain SOUZA, will load here for the above Ports, and will have quick despatch.

For Freight or Passage, apply to ROE & Co. Hongkong, October 8, 1877.

FOR MANILA. The Spanish Brig "SAN LORENZO."

MANDARINA, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to REMEDIOS & Co. Hongkong, October 25, 1877.

## Shipping.

### Sailing Vessels.

FOR SOURABAYA. The A-1 Dutch Barque "GROEN V. PRINSTERER."

Captain DE JONGE, will load for the above Port, and will have immediate despatch.

For Freight, apply to MELOHERS & Co. Hongkong, October 30, 1877.

### FOR NEW YORK.

The A-1 American Barkentine "ABIEL ABBOTT."

CHAS. MASTER, will load here for the above Port, and have early despatch.

For Freight, apply to RUSSELL & Co. Hongkong, October 18, 1877.

### FOR LONDON.

The 100 A-1 British Barque "WOODVILLE."

T. B. NELSON, Master, will load here and have quick despatch.

For Freight, apply to MEYER & Co. Hongkong, September 26, 1877.



Notices to Consignees.

COMPAGNIE DES MESSEGERIES MARITIMES.

S. S. ANADYR.

NOTICE.

CONSIGNEES of Cargo per S. S. *Messager* and *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 1 o'clock To-day, the 2nd Instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Friday, the 9th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU FOURY, Agent.

Hongkong, November 2, 1877. no9

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. *GWALIOR* AND *POONAH*.

CONSIGNEES of Cargo by the above-named Vessels, from London, Bombay and Intermediate Ports, and in connection with the Steamer *ROKHAHA* from Calcutta, are hereby informed that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 12th Instant will be subject to rent.

ADAM LIND, Superintendent.

Hongkong, November 5, 1877. no10

FROM LONDON AND SINGAPORE.

THE S. S. *Glenlyon* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 2 p.m. To-day.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, November 5, 1877. no12

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, BOMBAY AND SINGAPORE.

THE "Imman" S. S. *City of Limerick* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned after Consignees have signed the Average Bond by.

BIRLEY & Co., Agents.

Hongkong, November 2, 1877. no12

BRITISH BARQUE *ELMSTONE*, FROM LONDON.

CONSIGNEES of Cargo per above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, October 19, 1877.

BARQUE *STRATHMORE*, FROM KURRAOORE.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co.

Hongkong, October 22, 1877.

BRITISH BARQUE *MILBREE*, FROM LONDON.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, October 15, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

CATERPILLAR, American ship, Captain W. Zell, —Slesman & Co.

ALPHINGTON, British barque, Captain G. Cunningham, —Wilder & Co.

OTISWICH, British ship, Captain E. Shrewsbury, —Wilder & Co.

FERNETOWN, British steamer, Capt. J. H. von Bagen, —Chinese.

COLORADO, American ship, Captain Ingraham, —Russell & Co.

KATE GARNER, British barque, Captain James Wilson, —Melchers & Co.

BROOKHALL, British ship, Captain H. Bate, —Russell & Co.

JACATTA, Dutch brig, Captain Dirksen, —Slesman & Co.

CLAYTON OAS, American ship, Captain Staples, —Jardine, Matheson & Co.

STANFORD, British ship, Captain Hopkin, —Jardine Matheson.

Intimations.

COSMOPOLITAN DOCKS.

THE Undersigned, until further notice, offer to REMETAL VESSELS, Furnishing all Material and Labor, except METAL and NAILS, for TWENTY-FIVE CENTS per Sheet.

IRON STEAMERS and SAILING VESSELS requiring Three Coats Paint or Tallow, Thirty Cents per Ton Register.

W. B. SPRATT & Co., Proprietors.

Hongkong, October 10, 1877. no10

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "GLENLYON"

will leave for the above Port TO-MORROW, the 7th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, November 5, 1877. no7

FOR AMOY.

The Steamship "ESMERALDA"

will leave for the above Port TO-MORROW, the 7th Instant, at 5 p.m.

For Freight or Passage, apply to J. Y. V. SHAW.

Hongkong, November 5, 1877. no7

STEAM TO YOKOHAMA.

The P. & O. S. N. Co.'s S. S. "MALACCA"

will leave for the above place at 10 a.m. on THURSDAY, the 8th Instant.

ADAM LIND, Superintendent.

Hongkong, November 5, 1877. no8

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "VENICE"

Capt. RHODES, will leave for the above Ports on TUESDAY, the 13th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, November 5, 1877. no13

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "HINDOSTAN"

Capt. A. E. MACFARLANE, will leave for the above Ports on TUESDAY, the 13th Inst., at 8 p.m.

For Freight or Passage, apply to DAVID SASSON & Co., Agents.

Hongkong, November 5, 1877. no13

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *CHINA*

will be despatched for San Francisco via Yokohama, on FRIDAY, the 23rd Instant, 1877, at 12 o'clock Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Co. will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 22nd Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, November 5, 1877. no23

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, at their Sale Room, Praya Central, on

FRIDAY, the 9th November, 1877, at Noon,—

A VERY CHOICE ASSORTMENT OF TASMANIAN OPOSSUM RUGS AND MATS.

MORTON'S OILMAN'S STORES, —Jams, Saled Oil, Vinegar, Pickles, Tart Fruits, Raisins, Salt, Cheese, &c. Water-lows' Letter and Note Paper, Blue and Cream Laid Foolscap, Chit Note Paper and Envelopes to Match. Penknives, Pocket Knives, Scissors, Pocket Books, Money Purses, Toy Tea Sets, Toy Pistols and Caps, Cash Boxes, Shirt Stuffs, Clocks, Lamps, Electro-plated Tea Sets, Cruet Stands, Spoons and Forks, Salt Cellars, &c. White Flannel.

Also,

5 Dinner Services.

50 doz. Brass Furniture Springs.

2 cases Gilt Picture Frames Mouldings.

3 First-proof Iron Safes.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7 1/2.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, November 5, 1877. no7

SHIPPING.

ARRIVALS.

Nov. 5, *Faugh-a-Ballagh*, Ger. barque, 240, Rute, Swatow Nov. 4, Ballast.

Nov. 5, *Esmeralda*, British steamer, 925.

E. Theband, Manila Nov. 3, General.—J. Y. V. SHAW.

Nov. 5, *Malacca*, British steamer, 1045, H. E. Smith, Yokohama Oct. 30, Mail and General.—P. & O. S. N. Co.

Nov. 5, *Kjohbenhavn*, Danish steamer, 701, C. Jerichau, Saigon Nov. 1, General.

—VOORH, HAGBOND & Co.

DEPARTURES.

Nov. 5, *Queen of England*, for Bangkok.

6, *Qualior*, for Shanghai.

CLEARED.

*Brisbane*, for Hongkong.

*Marie Charlotte*, for Saigon.

*Gramore*, for New York.

*Glenlyon*, for Shanghai.

*Hopeful*, for Keelung.

*Tartar*, for Hongkong.

*Holyrood*, for Hongkong.

*Namoa*, for Swatow.

*Bellona*, for Saigon.

*Dorra*, for Cebu.

*Lord Macaulay*, for Hamburg.

*Zamboanga*, for Hongkong.

PASSENGERS.

Per *Malacca*, from Yokohama, Professor Vanek and Son, Mr. Vran, and 11 Chinese.

Per *Kjohbenhavn*, from Saigon, 94 Chinese.

Per *Esmeralda*, from Manila, 3 Cabin, 1 European deck, 150 Chinese, and 8 Malays.

DEPARTURES.

Per *Qualior*, for Shanghai, Mrs. Tolliday and child, and Mr. S. Hogg.

TO DEPART.

Per *Namoa*, for Coast Ports, 3 Europeans, and 300 Chinese.

Per *Bellona*, for Saigon, 300 Chinese.

SHIPPING REPORTS.

The British steamer *Esmeralda* reports: Fine weather and moderate monsoon throughout.

The British steamer *Malacca* reports: Strong winds and heavy head sea greater part of passage, last 2 days moderate winds and fine.

The Danish steamer *Kjohbenhavn* reports: First two days moderate monsoon and fine weather with strong current setting S.W., afterwards calms and light easterly wind. On the night of the 5th had strong E.N.E. winds and fine.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For HAIKONG, at 9.30 a.m. To-morrow, the 7th Inst.

For AMOY, TAIPEI & TAIWAN, at 11.30 a.m. To-morrow, the 7th Inst., instead of as previously notified.

For SHANGHAI, at 11.30 a.m. To-morrow, the 7th Inst.

For AMOY, at 4.30 p.m. To-morrow, the 7th Inst.

For YOKOHAMA, at 9.30 a.m., on Thursday, the 8th Inst.

For STRAITS SETTLEMENTS, at 2.30 p.m., on Thursday, the 8th Inst.

For STRAITS SETTLEMENTS AND CALOUTTA, at 2.30 p.m., on Tuesday, the 13th Inst.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *NIZAM* will be despatched with the Mails for Europe, &c., on THURSDAY, the 8th November.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 7th November.—

5 a.m., Money Order Office closes.

6 a.m., Post Office closes except the NIGHT BOX, which remains open all night.

Thursday, 8th November.—

7 a.m., Post Office opens for sale of Stamp, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with Late Fee of 15 cents extra.

Postage till 11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only addressed to the United Kingdom via Brindisi, or to Singapore, may be posted on board the Packet with Late Fee of 45 cents extra postage, till 11.50 a.m., when the Mail is finally closed.

Hongkong, October 27, 1877. no8

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *COENANTO* will be despatched on THURSDAY, the 8th November, with Mails for Japan, San Francisco, and the United States, which will be closed as follows:—

3 p.m., Registry of Letters ceases.

2.30 p.m., Post Office closes.

2.30 p.m., Correspondence for Japan, the United States, or Union Countries only may be posted on board the Packet with Late Fee of 15 cents extra postage, till 2.50 p.m., when the Mail is finally closed.

Hongkong, October 15, 1877. no8

MAILS BY THE TONKIN STRAITS PACKET.

The Australian Contract Packet *BOWEN* will be despatched from Hongkong on FRIDAY, the 9th Instant, with Mails for Singapore, Borneo, Coochin, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, Tasmania, New Zealand, and Melbourne.

Correspondence cannot be Registered after 11.15 a.m.

The Mails will be closed at 11.30 a.m. Supplementary mail on board for Singapore only until hour of departure.

Correspondence for Southern Australia can be sent by this route if desired, but as a general rule it is better to send it via Calcutta.

Hongkong, November 5, 1877. no8

MAILS BY THE FRANCE PACKET.

The French Contract Packet *AMERON* will be despatched from Hongkong on THURSDAY, the 15th Instant, with Mails to and through the United Kingdom and Europe, via Marseilles, to Calcutta, Singapore, Batavia, Siam, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

Hongkong, November 5, 1877. no13

MEMOR. FOR TO-MORROW.

Shipping.

Daylight.—*Namoa* leaves for Coast Ports.

Moan.—*Tamoon* leaves for Formosa.

Noon.—*Glenlyon* leaves for Shanghai.

5 p.m.—*Esmeralda* leaves for Amoy.

General Memoranda.

THURSDAY, November 5:—

10 a.m.—*Malacca* leaves for Yokohama.

Noon.—English Mail leaves for Ports of Call and Europe.

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

9 p.m.—Amateur Concert at the City Hall.

FRIDAY, November 6:—

Noon.—General Weekly Sale by Messrs. Lane, Crawford & Co.

Goods per *Anadyr* undelivered after Noon, subject to rent and landing charges.

2 p.m.—Sale of Rugs, &c., at No. 7, Queen's Road Central.

Boats leave for Singapore, &c., on or about this date.

SATURDAY, November 10:—

2 p.m.—Sale of Household Furniture, &c., at No. 7, Garden Road.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' Sundries, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water, Gingerale, Potass Water, Sarsaparilla Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 7.15 p.m.

THE CHINA MAIL.

HONGKONG, TUESDAY, NOV. 6, 1877.

It is satisfactory to find from a telegram we publish to-day that some attention is being directed in the London papers to affairs in this Colony. That the *Daily News* or any other metropolitan journal should have an article supporting Mr. Pope Hennessy's "mode of treatment of the Chinese" is not the least astonishing. We are not told whether the article is a leading article or merely one from a correspondent; in the former case it would be no doubt written in London, and, in the latter, in Hongkong. Presuming the article emanated from the pen of a London journalist, it would be really a matter of surprise, under the existing circumstances, if it were not in support of Mr. Hennessy's policy. The reason is a very simple one. In all probability the article would be written by a man who knew little or nothing about local matters, and who had for his sole information on the subject on which he was writing His Excellency's speech in the Council Chamber on the 17th September, which would have about reached London at the end of October, when the article was apparently published. Articles on the local affairs of Hongkong are required so seldom on London daily papers, that a London journalist would not find it "pay" to devote the time and attention to the course of events here necessary to render him a competent critic of local procedure. He can only take up a speech like that of His Excellency and jot down a few thoughts respecting it in utter oblivion of local facts and circumstances, a knowledge of which might have altogether changed his views. We have devoted several articles to pointing out where and why His Excellency's facts and figures, on which he bases his propositions and assertions, are not trustworthy, and we have on a previous occasion asserted that any one, acquainted with the Colony, taking up Mr.



Mr. Dennis raised the point of the want of an extradition treaty between the United States and Great Britain for the surrender of criminals. The Statute of 15 Victoria, Ch. 26, in reference to the apprehension of deserters from merchant vessels did not apply to the United States of America, as she was not among the Powers to whose favour such a surrender could be made. The local ordinance (No. 14 of 1850) being earlier than the Act (1857) was over-ruled. The Magistrate said this was a point of law which he would reserve.

Mr. Dennis then proceeded into the merits of the case. He said the chief complaint the men had was against the late 2nd mate, now dead 1st mate, and as against the Captain, it was simply because he did not exercise proper control over his officers. If the Captain would discharge the mate, Mr. Dennis would advise his clients to return on board, but unless that was done, they would not return, as they apprehended danger from him.

The Magistrate said Mr. Dennis must show the grounds on which the men based their apprehension of danger. At the same time he asked the Captain what he thought of the men's proposition.

Captain Howe replied that the mate was a very good seaman, and it was very difficult to get a good officer. There was no proof that the mate had been ill-treated, and so far as he knew of the mate, he was a very kind and good man to the crew. He might get out of temper at times, but he was a very good, kind man, and he did not think the crew could have got a better officer.

The Magistrate said that in reference to Will's complaint against the Captain—that if he (Will) were to fall overboard, the (Captain) would not do anything to save him—the Captain had offered an explanation, and it seemed to his Worship to be a very reasonable one. What the Captain really meant was that if Will was to be so fool-hardy as to place himself in such a perilous position and fall overboard, he (the Captain) would not do anything to save him. This seemed to be a very common expression and amounted to this, "If you are such a fool to expose yourself to risk in this way, it would serve you right if you got into the water, and I'll not do anything to help you." The Captain had moreover, said that he used the expression in haste, and that he never really meant it. Evidence was then called.

Mr. A. B. Fuller, examined—I am at present the 1st mate of the American ship *Helicon*, and was lately 2nd mate on board. I don't remember having ever threatened the man George Towson. I have never ill-treated him. I do not remember having threatened to throw Towson down from the fore-top.

Mr. Dennis: Did you use any threats to any of the defendants in the compound of the Police Court yesterday?

Answer: I did. I was told yesterday that they intended to beat me if they caught me ashore. I made a remark to a seafaring man who was standing near that if they did, I would get square with them when they came on board again. I cannot repeat the exact words.

Mr. Dennis: Did you not say that you would give them a—, when they came on board again?

Answer: I don't remember the exact words. I cannot say who that seafaring man was. I haven't seen him here to-day. I knew they had been in goal, but do not know that they have been kept there all the time. I was told by some one that they would give me a drubbing. I was examined before the Consul, but I did not discharge the men from the ship against the will of the Consul unless they were 1st killed. I heard nothing of the sort. I was not present when the Captain made his statement before the Consul in reference to a man who had fallen overboard. I know a man named Twibell; I do not know that he had been reported by the Captain as a deserter. I have not heard of it.

The Magistrate remarked that the witness did not give his evidence in such a straightforward way as to produce a good impression; he was fencing and making a play of words such as drawing distinctions between "I don't know" and "I didn't hear." As a matter of fact, did he or did he not know that Twibell was reported?

Witness: I don't know. I do not know why he was discharged by the Consul. I think the Captain wanted to get rid of him, when he discharged him. I don't think the Captain wanted to get rid of the defendants in the same way, because he had told them not to go ashore; don't know why the Captain should want to get rid of Twibell. I do not know that the Captain had wanted to discharge the men when he first arrived here, and that he stopped because he found that he had to give each man three months' pay. The Captain does not tell me every business of his. I do not know that one of our crew is at present in Hospital. The cook was paid off because he was incompetent.

Mr. Dennis: Did you ever use any threats or ill-treat the man Clarke (2nd defendant)?

Answer: I never used any threats to him.

Magistrate: Did you ever ill-treat him?

Witness: What is meant by the word "ill-treat"?

Mr. Dennis: Beating or kicking him. Did you ever kick him with your foot?

Witness: No, I did not. I swear that.

Mr. Dennis: Did you ever ill-treat him in any other way?

Witness: I sometimes cursed him and shoved him round.

Mr. Dennis: Do you know that he is suffering from a kick at a part between his legs?

Witness: He may have been suffering from that.

Mr. Dennis: When you cursed and shoved him round, did you not use pretty strong language?

Witness: Yes, I used pretty strong language. I sometimes got out of temper, and that was because I had occasion for it. I got out of temper when there were bad weather. There were four of them, such as, Mr. John, Mr. Will, Mr. Robert, and Mr. Carson. I have not been to Hongkong before. I don't know that we can get seamen cheaper here than in New York.

The Magistrate: This ship came from Cardiff.

Continued—I heard the men apply for their discharge. I do not know that the Captain had said that he would see the Consul and arrange about discharging these men. I don't remember the Captain saying that he could not get them their legal discharge. I heard Will state before the Consul that he was afraid of his life if he was on board, the ship being a rotten log, and that was not a second word to put

hand upon. He did not say anything about the ship's articles, but I remember he said he had applied for his discharge. I did not understand him to say that he was on board the *Bory Walla* for Bilo, and that he was "abandoned" on board the *Helicon*. I remember Will's coming on board to the ship, in a boat at Cardiff. He came on board the evening before we went to sea. We left the Docks first, then anchored at the Penarth Roads, and then proceeded to sea. I believe Will's and Samuel Clarke came on board when we were at anchor at Penarth Roads, i.e. they did not come on board when we were alongside the pier at the Docks. I did not see them come over the Docks. Part of the crew came on board in the Roads, after we were towed out. Some of the men who came on board were not very sober.

Mr. Dennis: Do you recollect pulling Johnson out of his bunk and kicking him?

Answer: I pulled him out of the fore-cabin, but did not kick him. I don't know that he had hurt him. He was so drunk that he would not be able to know whether he was hurt or not. The first time I saw Will was when I turned him to. This was not when I pulled Johnson out. I signed as second mate in the voyage prior to our last—Cardiff to Hongkong. I know nothing of the signing of the articles by the men at Cardiff. In reference to the threat I used about the men, I said it without regard to any particular man; if one beat me, I would use it to him; if all beat me, I would use it to them all.

Mr. Dennis: Have you been harsh to the men at all on the voyage out?

Witness: I don't know what you mean by "harsh." I might have been cross, ugly, and swore sometimes when I was mad. I would look ugly when I was put out of temper (a laugh). I did not say that I expected the men would beat me, but only I was told so. A friend told me so. I refuse to tell who that friend was; he told me to me as an act of kindness, and I would not like to bring him in for it.

The Magistrate thought the point was unimportant.

Continued—I swear I never hit any of the men with a belaying pin. I never struck Johnson in any way beyond pulling him out of the fore-cabin.

Sergeant Toomey was called: I am a Sergeant of Police. I was up at this Court yesterday while this case was going on. I saw the last witness here. He was speaking to a seafaring man thus:—"When I get them sons of b— on board the ship, I'll give them a— for what they have done." I am quite certain these were the words he used. He had been using bad language before this, and it is called my attention to him. The threat was not used in reference to any contingent set of men, but for what they had done.

I understood it. Inspector Cameron, Esq., Craddock and P. O. Abdoel, leader were present at the time and might have heard it. I cautioned him about the language he used and said that I should inform the Magistrate of what he said. He appeared then to be getting a little afraid and made an excuse that he had heard that the men would beat him, when they got him ashore, and that if they did, he would square with them when they got on board.

Capt. Howe explained the words I used in reference to Will's. This occurred when some of the men went towards the end of the spanker boom, which extends to 8 feet over the water. I told the mate quietly to put ropes out on both sides of the boom for the safety of the men. I said this in a low tone, so that the men might not be interfered with in their work. When I looked out again I saw a man whom I believe to be Will's, scrambling out before any ropes were put out. He was in a dangerous position. I growled that he was a fool to get over there, and that if he fell over, I would not lower a boat to save him. It seemed as if he wanted to fall overboard; it looked so to me, and in haste I said when vexed "If you fall overboard, don't you expect me to lower a boat to save you?" I did not think he really wanted to get overboard and I said this without meaning it.

To Mr. Dennis, through the Court—if the mate ordered it, the man was bound to go to where he was on the boom. My impression was that the man scrambled out of his own accord. The weather was about a 6 or 7 knot breeze. Will's is a very good sailor, and I have been always treating him as a favorite.

This closed the case.

Mr. Dennis then submitted that he could not prove the case stronger than what he had done, unless he could get the defendants to be examined as witnesses for each other.

The Magistrate said he could not agree to that, as the defendants were charged with an offence committed with a common design.

Mr. Dennis then observed that the defendants had a right to appeal, and he should like his Worship to take down the point he had raised.

The Magistrate expressed his readiness to do so, when Mr. Dennis stated his point thus: that he asked each defendant to be examined as witness for the other, each of the seven defendants being entitled to call as witnesses the other six. One of these men, Carson, was reported to have left the ship at noon on the 20th October last; Johnson on the forenoon of the 21st; October; Twibell, also on the forenoon of the 21st; E. Burns, during the night of the 20th October; George Taylor and E. Willies, on the forenoon of the 21st October; Clarke on the 22nd at 11 a.m.; and Roberts on the 21st, but he was recaptured and put on board when he deserted again on the 23rd. There was no evidence, therefore, to show that their offence was one of common design, so that each case should stand by itself and not be lumped together.

The Magistrate noted this objection, and intimated that he would reserve his judgment till Friday next, as he wished to consider the legal points raised in this case. Judgment was then reserved till Friday next at 11 a.m.

# SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor Mr. Justice Snowdon.)

November 6, 1877.

Ohn Alock & Chong Wing.—His Lordship now delivered the following judgment:

Of all troublesome Chinese cases which have come before the court, this, without any exception, is the most troublesome and difficult to decide. I have met with the evidence produced on one side and the other is not inconsistent with either view of the case; the motives, making the claim on the one hand and denying it on the

other, are equally good or bad as the case may be. If it may be said that Ohn Alock the plaintiff, finding he has made a bad bargain in contracting to do the bricklaying work at Mr. Dorabjee's house, seeks to throw over the bargain, defendant says he made to do it for \$350; on the other hand, it may be said that defendant, finding he has made a mistake in not making a contract but agreeing to pay for the work as it was done per head, seeks to set up this contract, and save himself two or three hundred dollars, so that in motive he can find no clue to the solution of the difficulty. The point at issue is this: Did the defendant, who is the contractor for the building a house for Mr. Dorabjee at Kowloon, sub-contract to the plaintiff the bricklaying part of the work for \$350, or did he employ him generally to provide the labour, paying at so much per man.

Defendant alleges that he gave plaintiff the usual contract book—which is not forthcoming—and plaintiff denies having had one. I find that defendant, who contracted to build Mr. Dorabjee's house for \$2,800, made four sub-contracts amounting to \$999, of which he says, one was the plaintiff's for \$500. Judging from other contracts which have come before me, this would leave the defendant the usual moderate profit building contractors manage to make in this colony. Each of the other sub-contractors has a book, and the probability seems to me to be that plaintiff has a book too. There is a great deal of conflicting evidence about a book, in which the number of men working was put down, but, after all, this throws little light upon the subject, because the evidence shows that it was principally at meals that the defendant was seen putting down the number, and this would be necessary as he had to supply to them rice, and the plaintiff, or rather Ohn Chow, his partner, put down the numbers to ascertain how many had worked—an operation which would be necessary for him whether he was acting under a contract or at so much per head. The defendant, however, does produce a book, and this is stamped "Ohn Alock Kow." It was asserted for plaintiff that this is a forgery, and that it is strange that no other instance of the use of such a chop can be produced. One knows how easily a chop is made, and Kow is a very common addition. The book produced at the last hearing was a book produced at the last hearing, and it was said that it had been written by Tong Ah Shih's book, which words Mr. Carson considered had been written afterwards and all at one time. The evidence on all these points is so utterly untrustworthy that I can make nothing of it. The only positive evidence I have on the question at issue is that of Tow A Ng and Foon Toong. The former is the man who made the contract for stone-cutting with the defendant. He says, Ohn Alock told me that he was to be paid a lump sum for all the labour, including food. In his case the witness supplied the stone. Plaintiff did not supply the bricks, which, it is argued, is one reason why there was no contract. Foon Toong is Mr. Dorabjee's overseer. He remembers seeing the plaintiff when he came with defendant to look at the work. He pointed it out; he heard plaintiff and defendant differ about the price; he heard one demand \$970 and the other offer \$320, and advised them to split the difference. He heard plaintiff say better such of us write out a book. If this is true, it is decisive, of course, of the question. Hoping to get further evidence, because many other witnesses to be called, because generally it is from the truth is elicited, I am obliged to fall back on these witnesses and decide there was a contract for a fixed sum. That this is the common practice Mr. Willies proves, and every day's experience confirms it. There must be judgment for defendant.—Judgment for defendant and costs.

## THE ANNUAL LICENSING MEETING.

The Annual Meeting of the Justices was held this morning (8th) to take into consideration applications for Spirit Licenses for the ensuing year. There were 17 applicants altogether, and the Justices present consisted only of the following gentlemen from a Board of 34 members: The Hon. C. May, 1st Police Magistrate; C. V. Oragh, Esq., Acting Captain Superintendent of Police; and H. E. Wydehouse, Esq., Acting Registrar General.

1. Louis Kirchmann—"Land We Live In."

The applicant in addition to the renewal of his license, applied for permission to keep his house open till midnight for the billiard table which he had recently placed in the house.

The Hon. C. May, in refusing this special permission, said the time for closing a public house at 11 p.m. was well settled, and if the billiard table was allowed to be open to the public till midnight, the house could not be closed till midnight, and would therefore, conform to the rules of doing at 11 a.m.

The Spirit Licenses would be renewed.

2. John Olsen—"National Hotel."—Granted without any remark.

3. Joseph Gomes—"Welcome Tavern."—Granted.

4. John Hamby—"Empire Tavern."—Granted.

5. John Juster—"Liverpool Arms."—Granted.

6. J. C. De Medina—"British Crown."—Granted.

7. A. Wohlters—"British Inn."—The applicant also applied for special permission to keep his billiard table open till midnight, but it was likewise refused, for reasons given in No. 1. The renewal of his spirit license was granted.

8. J. F. Schuster—"Saloon Home."—In granting this the Hon. C. May said he was glad that for the present year there was no complaint against the management of this part of the establishment.

9. C. Koch—"City of Hamburg."—Granted.

10. F. A. Linde—"British Hotel."—Granted.

11. V. Ferris—"Hotel de l'Univers."—Granted.

12. J. E. White—"Star Hotel."—Granted.

13. T. G. W. Stockhausen—"Oriental Hotel."—Granted.

14. O. F. R. Petersen—"German Tavern."—Granted.

15. D. Nowrojee—"Hongkong Hotel."—Granted.

16. M. Buttnjee—"Kowloon Hotel."—Granted.

17. J. W. Sykes—"London Inn."—This was a new applicant, and it appeared there was a question as to whether the applicant was the bona fide holder of the proposed license or not, and his application was postponed till the 9th, for him to produce the agreement of purchase.

## Manila.

(Translated from Manila Papers.)

In some of the districts of the province of Union the locusts continue to appear and destroy the young trees, in spite of the precautions and destructive measures of the native inhabitants. In the parish of S. Miguel, of the province of Batangas, the locusts also put in an appearance and completely destroyed the coffee fields.

Mr. George Makemak has received the *regium concessum* from the Government to act as Consul for Denmark at these islands.

The establishment for the manufacture of mirrors &c., which was spoken of some time since, is to be opened in a few days.

The Government Treasury has received during the month of October last the sum of \$118,749.36, as the amount of duty collected in the Custom House, against \$106,087.30 same time last year, being a difference of \$12,662.06 in favor of the present year. Undoubtedly the Customs collections are now remarkable for the progress and constant increase in the amount of duty collected.

An Indian was found hanging by the neck on the afternoon of the 28th Oct., and the authorities took prompt measures to find out the cause of this unfortunate occurrence.

A sale is announced of a consignment of Spanish flour imported lately by the steamer *Francisco*. This consignment is only imported for a trial with the view of substituting it for the same article imported from foreign countries.

It is said that a pamphlet on abolishing the opium trade, in the press, and will soon be published.

News from Cebu to the 24th Oct., says that the port continues to be much animated in consequence of the numerous vessels that come to load paddy for Manila and other places. Old paddy is quoted at \$1.12, and new at \$1.00 per caran, with a higher tendency, notwithstanding the quantity of grain which is being landed here from the higher districts, as this is the rice season. There is no sugar in the market.

A correspondent writing from Pangasinan under date of Oct. 28, says that after the late heavy and incessant rain, which converted us into frogs in our houses during our misfortune, it is now about a week since we had clear fine weather with brilliant moonlight at night which inclined one for a walk. If the rice crop is a failure, that of sugar cane is a pretty good one, and it is expected to command a high price in the forthcoming season. The commercial movement is now commencing, several vessels have arrived at Dagupan with rice, quoting at 18 and 19 reales for the current and white kinds respectively.

A Zamboanga correspondent writing under date Oct. 27th, says that the drought continues. The Government has prohibited the exportation of rice and paddy even to the neighboring districts for fear of a famine next year. For this reason I call your attention to the fact, so that you may advise the merchants to send paddy or rice to this port next year, as the next crop, which was expected to be good, will not be so abundant as the former years, and the paddy had never reached 18 per caran, although the late crop has been satisfactory; at present the Chinese are buying paddy at 18 reales, and some of them even offered 14 reales for the small quantity remaining for sale by some parties, with the view of monopolizing and selling it again to the public at higher price.

The Royal Illustrious arrived at Manila on the 29th October by the *Emeralda*, and intend giving there a series of performances, the first of which was to be given on Saturday, the 3rd Nov. The performance will be Dramatic-Illustrations, i.e. in four acts, two of which will be performed by the Illustrious, and the other two by Messrs Llanos y Freyraler troupe, and the pieces chosen for the occasion by the latter will perhaps be *La Casa del Leon*, and *La Mujer de Utrero*. The house of Lion, and "The wife of Utrero."

Messrs Larrington & Co. undertake to carry troops to Spain in the str. *Trarabai* at marvellous low rates. The passage money for sergeants and corporals is \$44, and privates at \$32 each, being \$166 and \$98 less respectively, compared with what was formerly paid.

Don Benifado Alonso has solicited from the Government the necessary permission to construct a wooden pier for the purpose of loading and discharging ships. This pier will extend from the northern embankment of the river Pasig, behind the Lighthouse, to a distance of some 1800 metres to the S. W. of the river, where the necessary depth can be found for ships of large draught to come alongside it. Upon this pier a temporary wharf will be erected, and the pier will be a great advantage to the river, and the piers to the northward situated there, and terminating in the pier of the Blondo wreck, describing a distance of about 2500 metres. The pier to be employed for this purpose will be of about 10 tons capacity.

The British barque *Darimouth* arrived from Hongkong on the 29th, in ballast. The German brig *Johann Radoh* arrived from Newcastle on the 29th, with coal.

The British barque *Saracen*, arrived from Shanghai on the 1st October, with 4000 cases petroleum and 40 cases carbolic acid.

The British barque *Albion* arrived from Newcastle on the 1st Nov., with coal.

The British barque *Servicitors* left for London on the 2nd November, with sugar and hemp.

The Spanish steamer *Imaculada* was to leave for Singapore, Barcelona, Cadix and Liverpool, on the 4th November.

The Italian barque *Blanca Perla* was to sail for Saigon on the 2nd November.

## RESULTS OF SHANGHAI RACES.

Autumn Meeting 1877.

Friday, 2nd November.

1.—Maloo Plate, 1 mile, won by Mr. St. Andrew's Patriotic.

2.—Criterion Stakes, 1 mile, won by Mr. Paul's Black Sails.

3.—Maiden Stakes, 1 mile, won by Mr. Wright's Temptation.

4.—Club Cup, 2 miles, won by Mr. Bill's Egoist.

5.—Jockey Club, 1 mile, won by Mr. Bill's Walstein.

6.—Concordia Cup, 1½ miles, won by Mr. Bill's Don Carlos.

7.—Welter Cup, 1 mile, won by Mr. Rial's Strathclyde (late Wild Whim).

8.—Haak Stakes, once round (about 1½ mile), won by Mr. Bill's Hengist.

Saturday, 3rd November.

1.—Northern Cup, 1 mile, won by Mr. Rial's Lockmead (late Wild Spec).

2.—Shanghai St. Leger, 1½ miles, won by Mr. Bill's Egoist.

3.—Autumn Cup, 2 miles, won by Mr. Paul's Black Sails.

4.—Cosmopolitan Cup, once round, won by Mr. Rial's Strathclyde.

5.—Racing Stakes, 1 mile, won by Mr. Paul's Black Sails.

6.—Mongol Cup, 2 miles, won by Mr. Mat Davison's Kingmaker.

7.—Llama Mian Stakes, once round, won by Mr. Henry's Saltanella.

Monday, 5th November.

1.—Shanghai Club Cup, 1½ miles.

2.—Flyaway Plate, 1 mile.

3.—Sycee Stakes, 2 miles.

4.—Ohan Shang Kuit Cup, 1 mile.

5.—Consolation Cup, once round.

6.—Champion Sweep Stakes, 1½ miles.

7.—Grand National Steeplechase, twice round, steeplechase course.

Above are particulars of Shanghai Races, so far as is known up to the present, from which it will be seen that the prizes go into few hands. Out of fifteen races on the 1st and 2nd days, one owner takes no less than five races, and two others three each.

THE REPORT OF THE C. M. S. N. COMPANY.

One advantage over foreigners which the Directors of the C. M. S. N. Co. have claimed in previous Reports, was superior economy in working. Being Chinese and having to deal with Chinese, they would be able to obtain labour at half the cost to which foreigners were exposed. And there appeared to be a certain amount of truth in the assertion. The results, however, so far as can be gathered from the present Report, hardly warrant these anticipations. The additions to the fleet, for instance, of course necessitated a certain increase of staff, but it does not follow that the increase should be in the same ratio. A large number of vessels can be managed at a trifling advance on what would be necessary for a smaller fleet. The comparison of the number of steamers belonging to the C. M. S. N. fleet, their gross and net earnings and expense of staff, etc., stand as under:—

Steamer	Staff, etc.	Gross freight from all sources	Net receipts
1878 x 1874 7 mts	21,700	420,000	100,700
1874 x 1875 10 "	80,800	560,000	158,800
1875 x 1876 13 "	88,300	710,000	194,700
1876 x 1877 21 "	69,200	1,500,000	424,200

Yet the working of the Company seems to have considerably exercised the minds of the Directors during the year, judging from the paragraph in which it is stated that they have had "to adjust matters to the necessities of the times." And an analysis of their figures shows, indeed, that their expenses have reached a figure which may well cause them some anxiety.

The money which must be earned by the Company for the ordinary working of its business, before one cent can reach the shareholders, amounts to an enormous sum. The Report informs us that in the first six months the 400,000 of freight earned was swallowed up in working the then smaller fleet. With the addition of the Shanghai Steam Navigation Company's fleet, the earnings during the second half-year amount to Tls. 1,500,000, which enables the Profit and Loss account to show a credit balance of Tls. 482,000. Therefore, the ordinary running expenses during the past six months have been over Tls. 1,000,000.

For twelve months, then, these would amount to...Tls. 2,000,000. And Depreciation for 12 months say.....Tls. 200,000. Tls. 2,200,000.

Showing that the earnings must reach this enormous total before creditors can receive interest on their loans or shareholders dividends on their capital.

The question of the Insurance of the steamers is not touched upon in the Report. The two native Insurance Companies were founded for the purpose of providing insurance on the steamers' hulls and on cargo. The payment of Tls. 20,500 by way of dividend does not give much insight into the working of these institutions; and without further details, which doubtless the shareholders will seek, it is impossible to investigate this subject further.

Former Reports have made allusion to the small steamers which are being run by the Company on commission, but we do not see any mention of them on the present occasion. Yet they play a not unimportant part in the river traffic, the three steamers *Hanyang*, *Tungting* and *Yungping* having made 60 trips during the last six months, as against 48 clearances of the Company's own river fleet of eleven vessels. In the somewhat depressed sentences with which they open their Report, the Directors say: "they have been pressed in many ways by the rival company." \* \* \* freights have been lowered in competition, and as they could not exact a higher rate than their rivals, it is evident they had to suffer loss." But the curious feature is that, unless we are misinformed, these small steamers except lower rates of freight than the Company's own vessels, and thereby engender competition of their own. That the competition of the Chinese Navigation Co. should be a subject of regretful remark, we can understand; but the system which permits a competition within a competition is to us inexplicable. If it is feared that, by abandoning the agency of these three steamers, they would be left to fall into the hands of others who would work them to the detriment of the Company, it would surely be wiser to incorporate them in the Company's own fleet. We have exposed several defects which appear to us evident in the position of the Company; but this one appears to be of their own making. If people won't take shares, the awkwardness of immense borrowings with inadequate capital is unavoidable. If there is no money to form a Depreciation Fund, one can hardly be blamed. If the Assets and Liabilities don't balance, they must be made to. But does not seem necessary to employ outside steamers at reduced rates to take away business from the Company's own vessels.

—N. C. D. News.



## Merchant Vessels in Hongkong Harbour.

Kiang-too	Chinese	Ooting	American barque	June	H. M. Simpson
Kiang-piat	Chinese	Coriolanus	for New York	June	H. M. Simpson
Kiang-wae	Chinese	Dilemma	British barque	Naugat	H. M. Simpson
		Duke of Abercorn	for London	Palos	U. S. gunboat
		Edward Barrow	British barque	Ranger	U. S. gunboat
				Tallman	French corvette

\* Since left port, or arrived at Hongkong.

Lway-foo	Chinese	Cochin	British barque	Hornet	E. M. Graham
Kiang-foo	Chinese	Cochin	American barque	June	E. M. Graham
Kiang-pian	Chinese	Cochin	for New York	Nesbit	E. M. Graham
Kiang-wae	Chinese	Diliwand	British barque	Palos	E. M. Graham
		Duke of Abercorn	for London	Ranger	E. M. Graham
		Edward Barrett	British barque	Tallent	E. M. Graham

\* Ship left port, en arrival at Hongkong.